(e) the number of various category of posts lying vacant in North-East since when and time by which these are likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Regular river conservancy works such as bandalling and channal marking have been carried out during 8th and 9th plan for maintaining navigable depth in Dhubri-Dibrugarh sector. One Hydraulic Surface Dredger is being constructed for NW-2 which will supplement bandalling in maintaining the navigable depth. In the current year the river conservancy works are being extended up to Sadiya.

(b) Floating terminals/jetties have been provided at Dhubri, Jogighopa, Pandu, Tezpur and Neamati at locations which have connections with roads. Transit sheds are available at Pandu. In addition floating pontoons are under construction for provision of floating jetties at Sadiya and Saikhowa.

(c) The programmes include provision of infrastructural facilities on NW-2 such as floating terminals and permanent intermodal terminals at selected locations, 24 hrs. navigational aids, river conservancy works including bandalling, channel marking, Procurement of Hardware for dredging, survey vessels, tugs, survey equipment, polution control activities etc. Implementation of these works will however be subject to availability of resources.

Further, Techno-Economic feasibility study has been completed for Kraimganj- Lakhimpur stretch of river Barak. Its declaration as National Waterway and subsequent development will however depend on availability of funds.

(d) At present the navigable depth is being maintained by Bandalling alone. For dredging in Barahmaputra, one Hydaulic Surface Dredger is under consideration which on development will supplement the bandalling for maintenance of navigable depth.

(e) Against 33 sanctioned posts of various caegories, 8 posts are lying vacant since 16.12.1994. these posts are to be filled up on the acceptance of recommendation made by Staff Inspection Unit.

Conversion of Sharkhej-Maliya highway into National Highway

137. SHRI BRAHMAKUMAR BHATT: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the State Government of Gujarat has sent a proposal for conversion of Sharkhej-Sanand Viramgam-Malvan-Dhrengad-Halvad- Maliya State Highway No. 7 and 17 joining NH No. 8A near Ahmedabad and NH No. 8A near Maliya into National Highway;

(b) if so, the present status of the action taken or proposed to be taken by Government for conversion of the State Highway into National Highway; and

(c) if not, the reasons therefor and by what time these State Highways would be declared as National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir.

(b) and (c) The proposal could not be accepted for declaration as new national highway due to inter-se priority of other proposal received from various State Governments and paucity of funds.

Corporatisation of Ports

138. SHRI N.R. DASARI:
SHRI J. CHITHARANJAN:
SHRI JALALUDIN ANSARI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to corporatise three ports, namely Ennore, Jawaharlal Nehru PT and Haldia; and

(b) if so, what are the objectives of corporatising these ports; and what is meant by corporatisation?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) and (b) Only in-principle decision has been taken to set up a corporate structure for Ennore Port, which is under construction and yet to be declared as a Major Port and to corporatise the Major Ports in stages starting with JNPT and

Haldia Ports. The objectives are:—

(1) Provide necessary independent authority and decision making

(2) To coagulate investment

(3) To execute projects speedily

(4) To manage operation with professional finesses.

Dredging Operations by Unregistered Foreign Dredgers

139. SHRI K.R. MALKANI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the law requires that dredging in India be done only by dredgers registered in India;

(b) whether foreign dredgers not registered in India have also been given dredging contracts; and

(c) whether apart from the illegality of it all, this has cost the country over Rs. 100 crores in loss of customs duty, Excise, Sales Tax, Income Tax etc?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) No, Sir.

(b) Yes, Sir.

(c) Does not arise.

अजमेर-जयपुर राष्ट्रीय राजमार्ग का चार लेन वाले मार्ग के रूप में परिवर्तित किया जाना

140. **श्री ओंकार सिंह लखावत:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) अजमेर-जयपुर राष्ट्रीय राजमार्ग को चार लेन वाले मार्ग के रूप में परिवर्तित करने की योजनाओं का ब्यौरा क्या है और उक्त कार्य को कब तक पूर्ण किया जायेगा;

(ख) राजस्थान में राष्ट्रीय राजमार्गों को चौड़ा करने की विचाराधीन योजनाओं का ब्यौरा क्या है; और

(ग) राजस्थान में विभिन्न राष्ट्रीय राजमार्गों पर औसत यातायात क्या है; क्या ये राजमार्ग इन पर चलने वाले वाहनों के मद्देनजर पर्याप्त हैं?

जल-भूतल परिवहन मंत्रालय में राज्य मंत्री (डा. देबेन्द्र प्रधान): (क) प्रश्नगत सड़क के जयपुर-किशनगढ़ के बीच (273.5 कि.मी. से 366.2 कि.मी. तक) की दूरी में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण द्वारा बी ओ टी (निर्माण-प्रचालन-हस्तांतरण) स्कीम के अंतर्गत चार-लेन बनाने का प्रस्ताव है। इसके अतिरिक्त, किशनगढ़ और अजमेर के बीच मौजूदा रेलवे-फाटक को प्रतिस्थापित कर एक आर ओ बी (पुलोपरि सड़क) का निर्माण-कार्य पूर्वोक्त स्कीम के तहत हाल ही में शुरू हो चुका है और इसे 15 महीनों के भीतर पूरा करने का लक्ष्य है।

(ख) राजस्थान में विभिन्न राष्ट्रीय राजमार्गों की 223 कि.मी. लम्बाई को चौड़ा करने संबंधी कार्य को पहले ही संस्वीकृति दी जा चुकी है और ये कार्य प्रगति के विभिन्न चरणों में है। इसके अतिरिक्त, राज्य में 212.2 कि.मी. लम्बाई को इसी प्रयोजन के लिए वार्षिक योजना (1998-99) में शामिल किया गया है।

(ग) राष्ट्रीय राजमार्गों को चौड़ा करने का कार्य यातायात का सघनता, निधियों की उपलब्धता इत्यादि के अनुरूप किया जाता है। तथापि, मोटे तौर पर यातायात के ब्यौरे संलग्न विवरण में दिए गए हैं।

विवरण

राजस्थान में प्रत्येक राष्ट्रीय राजमार्ग पर औसत यातायात

रा.रा.संख्या	यातायात	सी.वी./दिन(औसत)
3	1,858 (पीसीयू औसत)	4,543
8	32,874	10,353
11	14,734	2,841
11ए	2,491	211
12	7,910	2,152
14	11,469	4,712
15	6,796	2,859
65	4,715	1,500
76	अनुपलब्ध	अनुपलब्ध
79	अनुपलब्ध	अनुपलब्ध

एन.ए.- अनुपलब्ध क्योंकि इसे हाल ही में राष्ट्रीय राजमार्ग घोषित किया गया।

पी.सी.यू. – यात्री कार यूनिट

सी.वी. – वाणिज्यिक वाहन